

**FAIRFAX COUNTY PLANNING COMMISSION  
POLICY AND PROCEDURES COMMITTEE  
WEDNESDAY, JUNE 15, 2005**

**COMMITTEE MEMBERS PRESENT:**

John R. Byers, Mount Vernon District  
Janet R. Hall, Mason District  
James R. Hart, at-Large  
Laurie Frost Wilson, At-Large

**COMMITTEE MEMBER ABSENT:**

Walter A. Alcorn, At-Large  
Suzanne F. Harsel, Braddock District  
Nancy Hopkins, Dranesville District

**OTHER PLANNING COMMISSION MEMBERS PRESENT:**

Frank A. de la Fe, Hunter Mill District  
Kenneth A. Lawrence, Providence District  
Peter F. Murphy, Jr., Springfield District

**OTHERS PRESENT:**

William Shoup, Zoning Administrator, Department of Planning and Zoning (DPZ)  
Donna Pesto, Senior Assistant to the Zoning Administrator, Zoning Administration  
Division (ZAD), DPZ  
Lorrie E. Kirst, Deputy Zoning Administrator for Ordinance Administration Branch,  
ZAD, DPZ  
Kathy Ichter, Chief, Transportation Planning and Operations Division, Fairfax County  
Department of Transportation (FCDOT)  
Calvin C. Lam, Technical Analysis & Research Section, FCDOT  
Robert O. Owolabi, Chief, Technical Analysis & Research Section, FCDOT  
Bruce Nassimbeni, Director, Environmental and Site Review Division, Department of  
Public Works and Environmental Services  
Barbara J. Lipa, Executive Director, Planning Commission Office  
Linda B. Rodeffer, Clerk, Planning Commission Office

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Chairman Janet R. Hall called the meeting to order at 7:35 p.m. in the Board of Supervisors' Conference Room, Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Chairman Hall noted that tonight the Committee would be briefed on the Residential Parking Study.

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Kathy Ichter introduced the following team members who had participated in the Residential Parking Study: Donna Pesto, Bruce Nassimbeni, Lorrie Kirst, Robert Owolabi, and Calvin Lam. She said the objective of the study was to review the current Zoning Ordinance parking rates and to make recommendations about their appropriateness. She then delivered a slide presentation to update the Committee on the results of the study. (A copy of the slide presentation is in the date file.) Ms. Ichter explained that based on the data analyzed, staff proposed 2.2 parking spaces per multi-family unit, 3.0 spaces per single family detached unit, and 2.6 spaces per single family attached unit. She noted that staff would prepare a report after input had been incorporated and recommendations would then be presented to the Planning Commission and Board of Supervisors this Fall. She added that a report on data collection had been distributed this evening, a copy of which is in the date file.

In response to questions from Commissioner Wilson, Ms. Ichter stated that the number of occupied spaces in a garage unit had been determined by the observed occupied spaces plus the appropriated garage spaces based on an assumption of a 75 percent usage rate. She said FCDOT staff supported unreserved street parking spaces per residential unit to make parking more available.

Commissioner Hart pointed out that the data had not incorporated a way to anticipate the heavy demand for common area spaces in a development with a mix of garage and non-garage units.

Chairman Hall recommended adding a condition to prohibit the conversion of a garage into a different room, but said it was impossible to mandate residents to park their vehicles in the garage. She agreed with the idea that a garage space should be counted and used as a parking space to ensure that street parking would be available.

Ms. Kirst indicated that if the Commission proposed a higher number of parking spaces, a range that included a number beyond the initial staff recommendation would be advertised to meet the scope of advertisement.

Responding to questions from Commissioner Wilson, Ms. Kirst explained that each garage space had been counted as a parking space, but said two spaces had not been calculated as 0.75 multiplied by two. Ms. Ichter further explained that the usage rate had only been based on ranges and the number of parked vehicles per unit.

Commissioner Lawrence inquired as to whether staff's recommendations would impact the restriction on parking at transit-oriented development, particularly multi-family development. He suggested that a Transportation Demand Management (TDM) program be conducted to possibly involve parking management and give incentives to lease holders and buyers to not increase the number of vehicles and parking spaces by the purchase of second and third spaces as an option.

Chairman Hall claimed that providing parking spaces would not necessarily discourage mass transportation. Commissioner Lawrence responded that there would always be a huge need for vehicles, but said a TDM would still be needed to help constrain and manage parking.

Commissioner Murphy noted that there had been a tremendous increase in multiple occupancies in townhouse and multi-family units resulting in insufficient number of parking spaces and danger due to vehicles parked in fire lanes. He recommended that the number of bedrooms per unit be incorporated in the calculations, noting that the City of Falls Church had a parking ordinance that was based on the number of bedrooms per multi-family townhouse unit as opposed to the number of units in the development. Ms. Pesto referred to Page 11 of 13 of the report on data collection and said many jurisdictions had implemented their parking requirements that way.

Commissioner Murphy suggested that the issue concerning illegal multiple occupancies in these types of residential communities also be addressed.

Commissioner Hart proposed that the definition of a parking space be considered in the scope of advertisement. He concurred with Commissioner Murphy that the number of spaces should reflect the number of bedrooms per unit.

Commissioner Murphy claimed that the Fairfax County School Board had not addressed the problems regarding the public schools' transportation system, noting that it had caused an excessive number of vehicles parked around schools in residential areas.

Commissioner Wilson suggested that private streets be allowed in single family detached developments due to the absence of an overflow parking area and that one number of spaces be proposed for public streets and one for private streets.

Chairman Hall recommended that the definition of a parking space based on the number of bedrooms be allowed in the advertising. She pointed out that if a parking space was not visible it should not be counted.

Commissioner de la Fe proposed that the advertising permit a deviation from the standard within a certain minimum distance of a metro station. He said the fewer parking spaces provided would encourage people to use public transportation.

Chairman Hall commented that most people would keep their vehicles, but would accept a viable alternative where they would not have to drive.

Ms. Ichter indicated that the *Code of Virginia* allowed reductions around metro stations and said staff did not propose to change that. She explained that FCDOT staff dealt with the general parking problems in the County by collecting data and handling the Residential Permit Parking Districts and Community Parking Districts. She said while staff promoted public transportation, they also wanted to determine what was needed to cover the demand in residential areas. Ms. Ichter informed Commissioner Lawrence that staff would further discuss with him the issue of limiting the number of vehicles in residential areas due to the extensive parking problems in the County.

Commissioner Hart recommended that the Committee consider multiple plausible scenarios or different options so that there would be flexibility in the scope of advertisement and said the more open the Committee was to other suggestions the easier it would be to move the amendment forward.

Chairman Hall suggested that the definition and requirements for parking in Fairfax County be as broad as possible in the advertising. Ms. Kirst responded that the County Attorney's Office would address this suggestion. Ms. Ichter added that staff could provide a range for height.

In response to questions from Chairman Hall, Ms. Kirst pointed out that definite ranges could be easily accommodated in an advertisement and that a workshop or public information session could be conducted to receive citizen input prior to advertising. The Commissioners concurred.

Ms. Ichter commented that staff had met with groups who had felt that the proposed residential parking rates were too high. Commissioner Wilson commented that developers would think they were too high.

Commissioner de la Fe proposed that two parking spaces could be paved but any additional spaces should be grasscrete.

Responding to a question from Commissioner Wilson, Ms. Pesto said that currently driveways were required to be concrete or asphalt. Chairman Hall commented that perhaps that requirement should be changed.

Commissioner Lawrence commented that perhaps the scope of advertising could be determined after public input. He pointed out that the dilemma the County faced was that the number of parking spaces required could vary, based upon the area of the County in which they would be located. He added that he wanted to see TDM strategies used Countywide, not just around transit station areas.

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The meeting was adjourned at 8:20 p.m.  
Janet R. Hall, Chairman

For a verbatim record of this meeting, reference may be made to the audio recording which can be found in the Office of the Planning Commission of Fairfax County, Virginia.

Meeting by: Linda B. Rodeffer  
Minutes by: Kara A. DeArrastia  
Approved: November 16, 2005

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Linda B. Rodeffer, Clerk  
Fairfax County Planning Commission